

Bridlington boat fitted with sonar

ONE OF the latest additions to the Bridlington fishing fleet, *Louis Anne* was in Grimsby last week to be fitted with a sonar.

The 59ft. stern trawler was brought down by Skipper Peter Ibbotson and put up on the slipways where shipwrights Bridges & Salmon Ltd. carried out the installation of a High Resolution Wesmar SS 160 — SS 200B sonar. She will be going back to Bridlington after a partial refit.

Louis Anne has enjoyed a highly satisfactory career since she arrived last year from the J. Millar yard at St. Monance, Scotland.

Of larch on oak she is powered by a de-rated Kelvin main engine of 375 bhp driving a four-bladed propeller through a Reintjes reduction and reverse gearbox, giving a maximum speed of about 11 knots.

The main deck machinery is a TCS Norlav trawl winch and the steel cabin forward (with 360° visibility) has a conventional set of electronics, including the Furuno F — 450 Mk 2 echo sounder and AD-scope lupe.

UNION FIGHTS ON FOR CREW COMPENSATION

DAVID Cairns, National Fisheries Officer to the TGWU, said last week on Humber-side he was "absolutely appalled" at the Government decision not to grant compensation for lost fishing time due to Icelandic gunboat harassment before the reinforcements arrived.

Mr. Cairns intends to fight on for the trawlers' rights to aid to bolster lost earnings.

He has already sought the support of the fishing constituency MPs in an effort to get the Government to reconsider the issue and pulled no punches in what was described as a "very strongly worded" letter to the Prime Minister, Mr. Callaghan.

Mr. Cairns hinted that the Government had not kept

their part of a bargain with the industry saying: "They're up there at the behest of the Government, who suggested, coaxed and kidded, at the three or four meetings I attended, that they (the trawlers) should stay there in order that they should have an argumentative and negotiated play."

"What they are doing is having them honour that pledge, but walking away from the pledges they made to them."

He added he had never been more disgusted in his life and claimed the cost of compensation was infinitesimal against the amounts being spent on protection vessels.

"I couldn't foresee, for the life of me, that a Socialist Government would consider military vessels more important than the life being of the fishermen of the working class people of Britain, but it seems they are writing a new script for me," he remarked.

Irish arrest big trawler

ONE of the biggest trawlers to be arrested for illegal fishing in the Irish territorial waters was arrested on Tuesday off the coast of Blackpool in the Co. Kerry Const.

The 273 ft. Rumanian trawler *Negoiu*, from Tulcea port and the Black Sea, had 27 tonnes of fish on board when she was arrested by Irish naval minesweeper *Fola*.

The vessel was stopped about mid-day and brought to Cork Harbour where the skipper was charged before a special court on Wednesday.

The Department of Defence said it was one of the biggest trawlers to be arrested

in Irish waters. The vessel carried a crew of 88 men.

In the past month, fisheries protection vessels have received orders to enforce the fishing limits within the 12-mile limit with greater severity following protests from Irish fishermen to the Government about poaching by foreign vessels.

In the Cork district Court, the Skipper of the Rumanian vessel was charged with illegal fishing in Irish territorial waters. He was remanded until Friday.

CANAL BLOCK

A BURST in the canal gate near Mullion, Inverness on the Caledonian canal means that the waterway is likely to be closed for some time.

Fishing vessels from the East Coast operating from the Minch will have to take the long way through the Pentland Firth.

No one was injured when the gate burst, although there were two narrow escapes. Extensive examination of the gates had been carried out by a Scottish engineer of British Waterways. But it will be at least a month before the canal will be available to traffic.

Wrong name

FOLLOWING our report in *Fishing News*, May 14, on the boats in Solent called fish catches, we referred to fish merchants Roberts and Floyd. It has been pointed out to us that this firm now trades as CFR Fish and Shellfish Merchants since the firm was joined by Mr. J. W. Chondler. CFR are based at Brockenhurst, Hants, and can be contacted at: Brockenhurst 2508-2509-3500.

Scots want to stretch quotas for haddock

FISHERMEN in Scotland have sounded a warning that North Sea white fish quotas could be exhausted well before the end of the year. Following a meeting in Banff, last Saturday, of the Scottish Fishermen's Organisation, a call was made for the management of quotas to prevent a closed season.

"It is time something was done and we can suggest a way to do it," the SFO's chief executive Jim Lovie, told *Fishing News*, on Monday.

"Our members have successfully managed the west coast herring fishing and now the SFO wants a clear indication from British fishermen that we are on the right lines in calling for management of cod and haddock," he said.

The UK quota for haddock this year is 79,500 tons. Provision does exist, say the SFO, for adding 10 per cent on the allocation of cod, haddock or whiting, as long as it is taken off one of the other species.

According to the biologists at Lowestoft Laboratory, only 35,000 tons of whiting were taken from the North Sea last year and the prospects for 1976 are much the same. It may, therefore, be possible

to take 10 per cent away from the whiting quota of 44,000 tons and add this to the haddock quota, says the SFO. This would raise the existing haddock quota of 79,500 tons to 83,900 tons.

Following the special meeting of NEAFC in April, it is further possible for contracting states to add up to 10 per cent on to their white fish quotas in the North Sea for 1976, as long as this is deducted from their 1977 allocations.

This would allow a further margin of around 8,000 tons to be used if haddock landings are more prolific than anticipated.

The SFO feels that a decision should be taken on these possibilities at an early date in order to facilitate adequate management of the North Sea white fish quotas.

An alternative to taking up these 10 per cent provisions, to prevent a closed season being introduced, might be to stop landings of round haddock. This is an area which it is hoped Department of Agriculture and Fisheries for Scotland would perhaps express a view upon.

While less concern has been expressed on the possibility of exhausting the North Sea cod quota, which at 94,000 tons remains the same as in 1973, it is probably 14,000 tons in excess of the 1975 catch.

However, the scientists say that because the 1974 year-class appears to be well above average, the abundance of cod in 1976 should be greater than in 1975.

Provided fishing effort does not decline too much, it should be possible to achieve the 1976 quota. Accepting the scientific view, it would be as well to provide for management measures for cod as well as haddock, in sufficient time, to avoid a withdrawal of licence towards the year end, when prices can expect to be high.

DOGGERS MOVE IN



The crew of *Alison Jane* baiting up lines.

THE ANNUAL visit each summer to Grimsby by In-hora dogfish larvae is now under way.

The first of these vessels, Skipper-owner David Hunt's *Alison Jane* from Lowestoft, has now made Grimsby her base for the next few months as the dogfishing from the Humber port begins in earnest.

Alison Jane grossed 2883 from her first landing of 47 kits through the Sem Chapman & Sons Ltd. agency late last week.

This promising start is sure to attract the other dogfish specialists from Lowestoft, Bridlington and Scottish ports, who prefer to work from Grimsby because the good markets.

There is also likely to be a fairly large effort by locally-owned Grimsby vessels, and among those ready for the fish to turn up is *Star of Hope*, which just finished conversion from trawling in time to join the early starters.

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COMMENT

A free hand

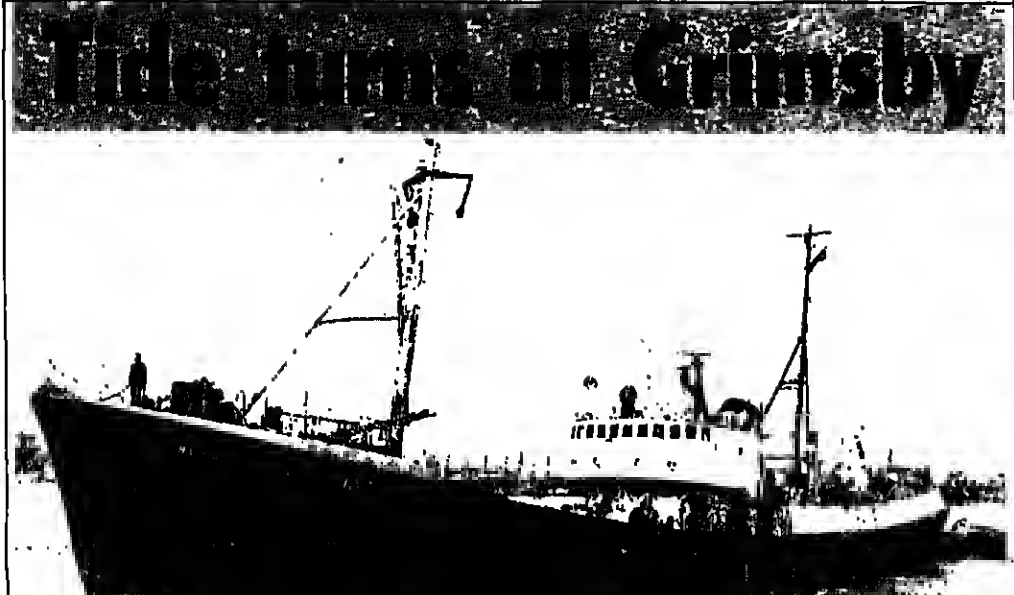
ONCE AGAIN it looks as though the Government is prepared to make a political sacrifice of a large part of the British deep-sea fishing industry. There is no doubt, that the expected deal with Iceland to settle the long dispute has been brought about by pressure from the NATO meeting in Oslo, which seems to consider that the upholding of international law is inconsequential, especially when it threatens an important defence base like the one at Keflavik.

The worrying part of any deal with Iceland, is that now it seems she has been given carte blanche by the NATO allies in writing her terms for peace.

One of the conditions that Iceland is sure to demand, is that British frigates withdraw to the 200-mile line while the talks take place; but our trawlers cannot be left at the mercy of the gunboats. It has been seen, time and again, that the Icelandic Government cannot control the gunboat captains. The only sensible solution would be for the British trawler fleet to withdraw during the talks, with the Government compensating the crews for lost fishing time.

Whatever happens at the talks it appears that Iceland will only strike a deal which means a considerable reduction in the British fishing effort. And they are sure to come on strong in their demands for a substantial cut back in our fishing strength.

Before Mr. Crosland signs any deal based on these terms, he should remember that once British trawlers leave Iceland, many of them will be on a one way ride to the scrapyard and their crews will be bound for the dole queues.



Ross Renown

THE SHOCKING run of distant water grossings was halted at Grimsby last week when a well supplied market was matched by a good demand and all sections of the local fleet enjoyed a remarkable spell of trading.

After some recent Icelandic returns anything would have been an improvement and, although not everyone got out of the "red", individually most vessels at least broke even.

At the top of the tree, BUT's *Ross Renown*, above, (Skipper Berry McCall) picked up £33,560 from a 18-day Icelandic/Races trip of 1,704 kits, mainly of cod, coley and haddock, and just nudged Consolidated Fisheries' *Gillingham* (Skipper John J. Loedes) into second spot by £14.

Gillingham had been on a 22-day White Seas voyage and turned out the best quality catch of the week with

1,476 kits, almost entirely plaice. Lower down the order there were good Icelandic trips from *Huddersfield Town* (£29,808 from 1,867 kits), *Ross Romilies* (£29,790 from 1,869 kits in only 17 days) and *Boston Phantom* (£29,339 from 1,550 kits), and even *Volous* with easily the smallest catch, just 990 kits, made £21,200.

The astonishing spate of big middle water grossings by the BUT "cat" — class trawlers continued with *Ross Jackol* (Skipper "Paddy" McCarthy) rewriting the record books with a massive haul of 1,389 kits from a 16-day Western trip setting a fresh standard of £25,466.

Ross Jackol headed *Ross Lynx* (£19,450), *Ross Jaguar* (£18,320) and *Ross Leopard* (£18,003) with Taylor's *Oslo* (£18,228) and *Norco* (£16,217) sandwiched between and just ahead of Robinson's *Precision* (£13,084) on her best-ever Western trip.

New lifeboat for Aberdeen

ABERDEEN'S new 54ft. Arun-class lifeboat *BP Forties*, provided by a gift from British Petroleum, is to sail for her station on May 29 and is expected to arrive on Tuesday June 1.

Tom Nutman, divisional inspector of lifeboats for North Scotland, will be in command and the Aberdeen lifeboat coxswain, Albert Bird, and mechanic Ian Jack will be on board. Two senior BP officials are expected to join the lifeboat for the last part of the passage.

The Humber lifeboat sta-



tion, at Spurn Point (North Humber-side) is also to get a new 54ft. Arun-class lifeboat to be named *City of Bradford IV*.

The lifeboat is being built by Helmelec Ltd. of Havant, Hants, and is the fourth of the Arun-class with a GRP hull.

The money for the boat has been provided by the Bradford lifeboat fund, a gift from the Lifeboat Association, Transport Workers Federation and the legacy of the late Reginald Wilkinson.

'Starving' for fish at Hull

WET FISH landings at Hull on Monday of only 1,170 kits followed none at all in the port on the previous Friday.

Boyd Line's *Arctic Vandal* (Skipper Walter Lewis) provided 1,001 kits, which made £21,904 after a 24 day trip to the coast of West Greenland and Iceland.

The other vessel discharging was the Boston seiner *Falkenberg* (Skipper O. Padersen), which made £2,523 for 169 kits following a 23 day trip.

In addition, 2,200 boxes of fish arrived overland from in-shore ports. The level of wet fish landings at Hull is now much lower than it used to be.

Commenting after the Monday sales, Mr. S. Ellington, President of Hull Fish Merchants' Protection Association, told *Fishing News*: "The supply position is completely inadequate. There is no prospect of improvement that we can see."

Tom Boyd Junior, president of Hull Fishing Vessel Owners' Association, said dependence of the UK distant water fleet on access to the Icelandic grounds had been highlighted recently because of developments in the current cod war, which had led to the Navy playing a purely watch-dog role.

Many vessels were unable to fish and, indeed, many

owners had found it difficult, if not impossible, to justify incurring the inevitable losses, which sailing to Iceland under the then existing conditions have meant.

"In other words," said Mr. Boyd, "sellings have been unwillingly restricted."

"It will be well appreciated that the vast part of the British distant water wet fleet, of some 106 ships, rely to a very large degree on the Icelandic grounds."

"Moreover, the North East Arctic quote of some 100,000 tonnes is only barely sufficient for the country's freezer fleet."

"The obvious implications of any poor settlement at Iceland are only too clear. Port facilities which have been geared for servicing some 130 to 140 distant water wet ships — must face the prospect of further pruning."

"Quite obviously there comes a time when, through cut backs, ports become totally uneconomic and, whereas our continental competitors have their fishing port facilities provided for them by their home towns, this does not exist in the UK."

Unless similar conditions are allowed to operate in the UK, our fishing industry can only suffer further damage to the obvious advantage of our continental competitors.

TRAWLERS HIT A GOOD PATCH AT FLEETWOOD

FLEETWOOD'S fishing industry picked up for the first time in months last week when, despite the Icelandic situation, the port's vessels landed some excellent catches.

The week began with the return from Greenland of *Boston Blenheim* (Skipper Bob Rawcliffe). She landed 1,434 kits, including 1,100 of cod, to make £27,008.

On the same day the small stern trawler *Boston Stirling*, which normally works Iceland, returned from a 14-day middle-water voyage with 828 kits, including 15 of haddock, 450 of cod, 35 of haddock, 75 of cod and 120 of dogs, for a good grossing of £16,006.

For Skipper Bill Bridge this trip was a return to the areas where he was highly successful in his early 20s and he showed that he had lost none of his art.

Also landing from the middle-water grounds was the 132ft *Wye Vanguard*, which normally works Iceland. She had 810 kits including 380 of cod, 100 of haddock, 80 of cod and 120 of dogs, which sold for £14,328.

On the following day *Lunedo* (Skipper Bill Reader) returned from Greenland with 1,568 kits, in-

cluding more than 1,200 of cod, which sold for £31,116 to continue an excellent run of catches from that area by Fleetwood vessels which has compensated for difficulties on the Icelandic grounds.

There were, however, some good grossings from Iceland. The stern trawler *Gouina* (Skipper Charlie Scott) managed to catch 1,044 kits, including nearly 700 of cod, which sold for £21,454.

On the same day the small stern trawler *Ideno* (Skipper Bernard Birley) brought his command home after only 14 days from the same area with 864 kits which sold for £15,837.

In the nearwater field it was an excellent week for two

vessels, the 109ft *Royalist* and *Andrew Wilson*. *Royalist* (Skipper Ken Beavers) landed 383 kits, including 100 of cod, 35 of haddock, 15 of cod and 170 of dogs, which sold for £7,597.

Andrew Wilson (Skipper Fred Thompson) landed over 300 kits, including more than 100 of cod, which sold for £7,066.

There have been more landings by Dutch vessels and last weekend there were eight in port. For local vessels, however, there were few sales to be had, although some inshore vessels have begun to find small quantities. Prices have remained steady for the variety with the top price being around £180 a kit.



WORK IS in progress at Porthleven Shipyard (Cornwall) Ltd. on a 25ft. wooden boat for local owner Derek Jawson. The new boat will be a traditional design with a beam of 8ft. 9in. and a draft of 2ft. 6in. Construction is in Iroko plank-

ing on laminated Iroko frames with intermediate ribs of Oak. The keel and other timbers are of oak. The boat will have a forward wheelhouse and will be fitted with a 30 hp Ister engine. When the boat is completed, and before it is handed

over to the new owner, the hull will be used as the plug for a GRP mould. The yard is planning to go into production with the 25-footer as a GRP hull boat out to customers requirements and offered with either a forward or aft wheelhouse.

COBLE FOR STAITHES

EIGHTEEN-year-old Sean Baxter of the small Yorkshire port of Staithes will be the skipper of a new coble which is to be built at the

Whitby yard of William Clarkson.

Application has been made to the White Fish Authority for financial assistance to

The 26ft. vessel will have a Mercedes engine and a North Sea Winchea pot hauler plus a Seavoice radio and a Ferragroup echo sounder.

Sean's elder brother John has just left the RAF to sail as crew aboard the new coble.

build the coble which will be equipped for potting, long-lining and salmon fishing.

Sean and John's father, John Baxter, made Staithes his home after spending 15 years in the RAF and owns the small boat *Golden Days* in which he runs fishing parties.

The new coble will bring the fleet of traditional Yorkshire cobs in the Staithes fleet to six.

Wire kills trawlerman

BRIAN Victor Williams (31) of Rugby Street, Hull, bosun of Hull trawler *St. Benedict* was killed in an accident on Tuesday while his Humber vessel was fishing in the White Sea area.

It is understood that a wire parted and struck him on the back of the head. His body was landed at Kirkness to be

brought to Hull. Two brothers lost their lives in the same grounds early in 1974 when Harry Williams (37) jumped overboard from *Boston Lincoln* in an unavailing attempt to save Terry Williams (38). Terry had been whipped overboard by a cable after trying to free a jammed piece of equipment.

'HOME' AFTER A YEAR

THE Grimsby-registered *Christine Nielsen* (GY 298) finally arrived at her "home" port last week after working from North Shields for nearly a year.

The 87ft. steel vessel was the source of a great deal of admiration when part-owner Skipper Cliff Ellis took her to the Humber port where shipwrights Bridges & Salmon Ltd. were busy making her shipshape with a quick refit after a strenuous winter sprat fishing.

She was originally ordered from the Danish yard of Carl B. Hoffmann at Esbjerg by Volmar Nielsen, the successful Grimsby owner, who planned to work her locally.

However, Skipper Cliff Ellis became interested in her and Mr. Nielsen took him into the owning partnership



along with Richard Irvin & Son Ltd., who agent the vessel at Shields.

The main engine is a B & W Alpha 404-25 VO diesel driving an Alpha vp propeller housed in a nozzle to provide

a turn of speed around 10 knots, but it was the huge fishroom, the deck machinery and her wheelhouse electronics which caught most eyes.

At she carries a 5 1/2 ton Norlau net drum below a Loxie Hydraulics 24 in. power block on a double-reach crane and forward are a three-drum Grenaa Stunt Machine seine rope storage units, and separate Norlau three-drum trawl and seine winches, all hydraulically operated.

In the wheelhouse there are duplicated engine controls on each side, Decca RM 914 radar and 16-mile Seecan radar, Decca Mk. 21 Navigator and 350 Track Plotter, Ben Amphitrite speedlog, Kodak KS 61 auto

D/F Kelvin Hughes Kingfisher fish finder with bottom lock, Simrad EQ 38 with MA expansion unit and CI scope and an Elec sonar plus sonar scope.

With the cabin aft there is more space forward for big fishrooms with a capacity of nearly 200 tons of fish.

The big multi-purpose vessel clearly made a favourable impression "maiden" visit to Bridges & Salmon at the weekend for repairs and repainting.

She is expected to be back in Grimsby by the end of the summer. The markets are

'Indians' steal team record

FOR THE first time since pair trawling was introduced to Grimsby by Skipper Jens Bojen and his brother Jorgen in the late 1890s the port grossing record passed to another team last week.

Nowskippers Derek Brown and Colin Spall of the Hull Gates Shipping Co.'s twin-sister ships *Shownee* and *Mohave*, who set the new record with a combined grossing of £29,896, expect the Bo-jens to make a determined effort to regain their title.

But *Shownee* and *Mohave* will not surrender it without a struggle for they in turn are aiming to improve on their own achievement. The two former deep water skippers only teamed up a few months ago and have already come a long way.

Also re-entering the contest, and bringing Grimsby's pair trawling strength up to 11 units, are *Carl Borum* (Skipper Regnar Borum) and *Jacqueline Borum* (Skipper Jan Borum).

Like *Shownee* and *Mohave*, both trawlers work through the Tom Sleight (F.S.) Ltd. agency, but have been single-boat trawling through the winter.



Above: the twin sister ships *Shownee* (left) and *Mohave*. Below left: Skipper Colin Spall and (right) Skipper Derek Brown.

Boathook

"We decided to go alongside and identify her, but the crew tried to ward us off with boathooks, and my crew member, Alex Maciver, was hit with a boathook. They then began throwing dogfish at us along with old shackles."

"Alex managed to get a boathook under the tarpaulin and lifted it so that we could identify the vessel. They then tried to nail it down."

Skipper MacLeod said that when *Hope 11* left, the vessel's crew hauled in their gear and tried to ram her. The incident was witnessed by several Tolata people watching from clifftops.

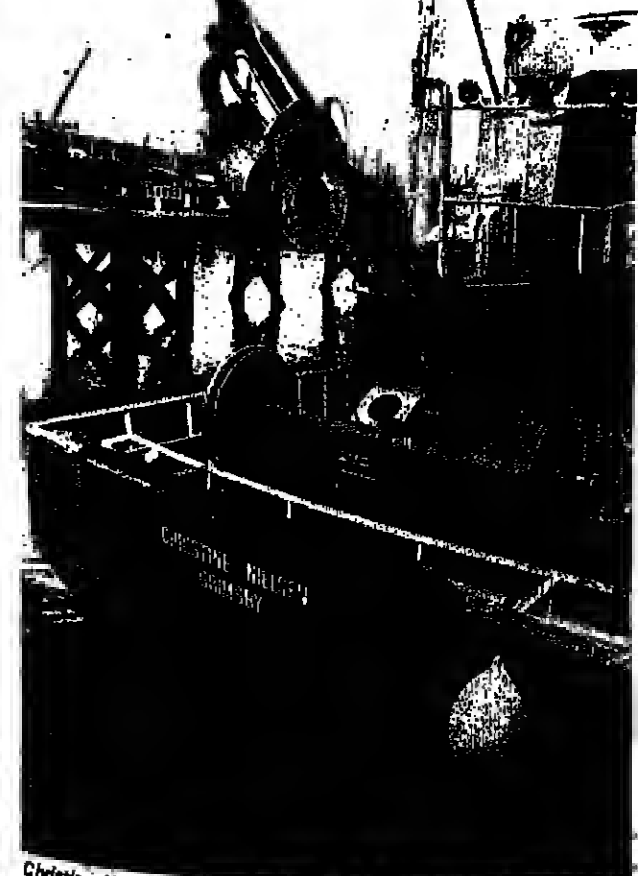
Ferro boats on show

FERRO-cement boat-builder, MacAlister Carvall Ltd., is now well established in its new premises at New Milton, Hampshire.

Formerly owned by Pennington Yachts, the building gives the company much needed space, and there are now two fishing boats and a 35ft. motor saller under construction together with kits for amateur building.

Interested parties are invited to visit the works to view progress and discuss the range of hulls available.

For details contact MacAlister Carvall Ltd., Stem Lane Industrial Estate, New Milton, Hampshire. Tel. New Milton 617333.



Christine Nielsen, showing the 24in. double-reach crane and the 8-ton Norlau net drum stern. She was in Grimsby recently for the first time in 12 months after working out of North Shields under part-owner Skipper Cliff Ellis.

THE LAST COD

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This will happen if the Icelandic Preservation Policy is not carried out.

Cod war propaganda is your ronders of the immittall pouring out of nont destiny of the cod". Iceland. This post card The post card is produced rcelved by Fishing News, by the National Youth was penied with the Organisation of the measaga: "Please Inform Indopendence Party.

PROTECTION MOVE

THE Orkney Boatowners' cil. Association has recently been formed to protect local owners against ex-coasivo chargaa by Orkney Islands Council Harbour Authority.

The move follows the recent controversy over the publication of a new schedule of herhour dues by the coun-

A steering committee of boatowners has been elected to set up the new association with William Doss as chairman and Mr. Burray as secretary.

Membership will be open to owners of all types of boats, private and cargo-carrying, in addition to fishing vessels.

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Shellfish Association Conference ...

ALTHOUGH NOT confirmed, the aphrodisiac qualities of oysters were once again underlined. With a father who was an oyster boat skipper, and his boss the father of twins at 70, the reminiscences of Albert Stroud, who was himself dredging oysters under sail before the first World War, served as a delightful postscript to the rather heavy fare of the Seventh Annual Conference of the Shellfish Association of Great Britain last week.

Mr. Stroud remembered the days of oysters at 26p a hundred and dilly wage of 22p for six hours work on the beds. "You sailed out to the beds in your own time and if the wind was adverse, you rowed." But life had its compensations he recalled, including breakfast for a family of eight, bacon and 500 oysters fried!

The conference held at Fishmongers Hall in London, was opened by the Association's president, Simon Birch, who drew attention to the increasingly international flavour of the meeting with speakers from France and the USA, and delegates from the Netherlands, Spain and Japan.

The first morning was largely taken up with papers

Running out of new lobster grounds

on lobsters and crabs. Dr. Eric Edwards, from the Burnham Research Station, reviewed the present position of these fisheries.

While, in certain areas, there had been an apparent reduction in landings of lobster, the exploitation of new grounds had resulted in a steady level of total landings over the last ten years.

Lobster fishing, however, was essentially prosecuted relatively close inshore and the limit of new grounds was being reached, pointed out Dr. Edwards. This was not so with crabs, where new grounds with water depths of up to 70 fathoms were still being discovered.

Dr. Edwards drew attention to the new minimum size regulations which came into force on March 18 this year. The regulations are not designed to increase the size of landed fish, but to vary the method of measurement in lobsters and to metrize the minimum size of crabs to 115mm. Lobsters are to be measured by a metal gauge from the eye socket to the end of the carapace, along the



Dr. E. Edwards: "Limit on lobsters being reached."



Ernest Hamley: "EEC had achieved very little."

centre line and the legal minimum measured in this way is to be 80mm. Gauges are available from the ministry at a cost of £4.50.

Ken Browne, the next speaker, was born into a family of crab fishermen in the West Country and among his earlier memories is one of collecting with his father to construct pots. Times have changed, and now the firm operates three 32ft. boats and has a 56-footer under construction.

With the help of Decca Navigator these boats can explore new grounds, particularly a ridge in mid-channel. The firm has a processing factory in Devon employing some 30 people who spend most of their working lives removing the flesh from the shells of crabs in sections known as toe pickers, claw-pickers and body crackers. Much of their high quality production of hen crabs is sent vacuum-packed, to Sweden.

Discussion following this paper suggested that new stocks for exploitation might be found on the western side

of the Hebrides, which would only become fishable as boats capable of surviving the weather in this area are commissioned.

Wild supplies of crustaceans may well be augmented in the future by farmed stocks. Dr. Peter Vaine from the research station at Conwy, reviewed two possible species which would be grown in captivity.

All presented problems, either they were slow to grow, preferred not to breed in captivity or expended their energy fighting each other.

In many ways a freshwater shrimp from India showed the most advantage — or perhaps the least disadvantages — little was known of its market potential as fresh fish in the European market.

Lobsters, which need to be kept in separate containers have the advantage of high market price, and two speakers, whose researches are being financed by the Fishmongers Company, reported on the progress of their work.

John Mumford is mainly concerned with the nutrition of baby lobsters. Not only

must the diet be adequate and reasonable in price, it must also be presented in a way that the tiny creatures can absorb it.

Pellets proved unsatisfactory but better results were obtained from feeds in paste and jelly form. Animal protein is essential, particularly squid and mussel.

Experiments had shown the possibility of maintenance diets of a relatively cheap fish meal with regular high protein supplements. Additives to act as attractants were formed merely to add to the pollution of the tanks without adding to the food up-take.

Rohin Richards told the conference about exploring the other parameters of bringing-up young lobsters.

A water temperature of 21°C and a salinity of 28 parts per thousand appeared to be optimum. Young lobsters feed best at night and feeding on alternate days only produced almost as good a result as daily feeding.

As had already been suggested, the under utilisation of crabs is related to the difficulties of obtaining sufficient stock to extract the meat from the shell. John Early from the Torry Research Station told the conference about plant for the mechanical extraction of crabmeat. Chopped meat and shell were centrifuged in circulating brine effecting separation of the heavier shell.

The meats, which were exposed to the brine too short a time to take up excessive salts were then dehydrated. The result was a 30 per cent increase in yield.

Product development work at Torry was being aimed at methods of presenting the crabmeat. Canning of white

meat was very satisfactory but, sealing in meta-pouches, even with the addition of citric acid to maintain colour was less acceptable. The reforming of flake meat could result in a product resembling claw meat.

The shellfish farmer is bedevilled by a whole set of regulations which restrict his activities but, seemingly very few which assist him in his business. Jeremy Simmonds, a solicitor who has interested himself in the problems, suggested four areas where the law impinged on shellfish farming. These were: close seasons, licensing, disease control and the Common Law rights of fishermen.

Mr. Simmonds outlined the procedure for obtaining a licence to exploit a certain defined area of the seabed. Incidentally, the order relates specifically to the seabed and confirms no right to obstruct the water above. The Department of Trade and Ministry need to issue a licence to interfere with navigation and planning consent may also have to be obtained.

One bright aspect at present, were recent decisions relating to the rates payable by fish farmers. Attempts to have their premises operated as "agricultural" premises in connection with the husbandry of "livestock" have had mixed results: successful in England, unsuccessful in Scotland.

In considering the future, Mr. Simmonds said that the legal maxim was that the law develops as need develops. Therefore, it was important that members of the industry should ensure that the powers that be know of their needs.

The first overseas contribution to the conference came from Dr. Albert Lucas from Brest, France, who was concerned with a mollusc harvested in this country — the Palourde. There is now an annual production of 2,400 tonnes of Palourde, in Europe and 140,000 tonnes in the Far East. The relatively high price of this fish in France and meant that there was an incentive to cultivate more extensively.

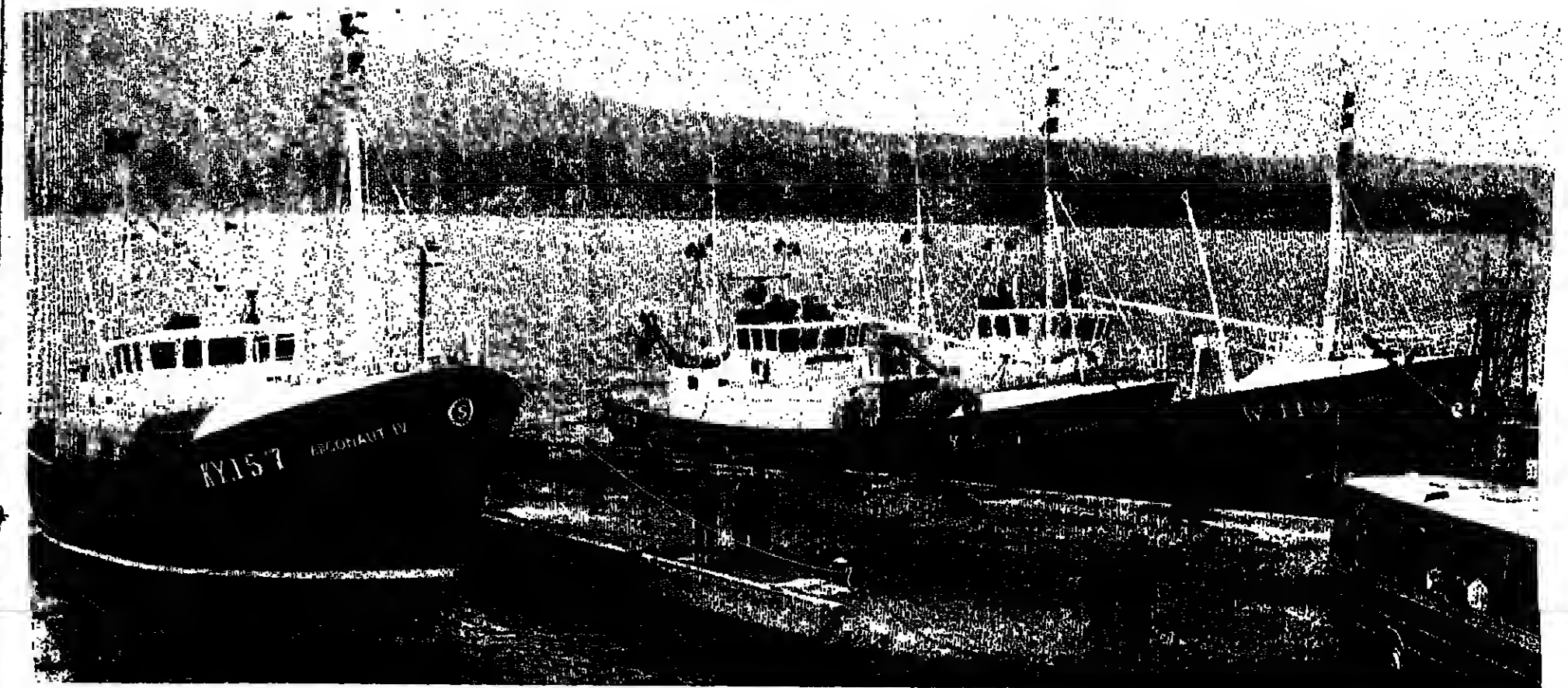
Research had underlined the desirability of a protected nursery stage between the hatchery and the planting out of the young fish in the sea. Such a stage would reduce the time to market size from three to two years.

Containing only oblique reference to shellfish, was the

Continued on page 16

May 28, 1976

FISHING NEWS



Argonaut IV fitting out

Skipper Oavis Smith's new 80-footer Argonaut IV (KY 157) — launched two weeks ago — is seen berthed at the fitting out quay at the Campbelltown Shipyard, Argyll. She is due to sail next month to join the Scottish north-east fleet. Scotland's top-earning seiner skipper, he has switched from wood to steel with his new vessel which his brother Robert, has a half-share in. Full details and photographs of the vessel will appear in a coming issue of *Fishing News*. Also in the picture are two other Campbelltown steel boats — one now and the other just six months old. Against the quay is *Kenwyn*, built for Oavis Smith's brother, Albert. She is back at the yard for a repaint. Alongside her is *Crimson Dawn*, one of a series of Campbelltown boats bound for Iceland. This craft is for Skipper Seon O'Driscoll of Waterford.

BIRDS STILL BIG WORRY

"OYSTERCATCHER predation remains to be the greatest problem to efficient management of the cockle stocks of the Burry Inlet", says the latest South Wales Sea Fisheries Committee report.

An interim report of a three-year study of the Burry Inlet, which is continuing, suggests that the water quality is good. "This is substantiated by the very good bed of cockles on Llanelli Sands.

"If pollution was present in the estuary, I would have thought that this would have shown clearly in the area, e.g. dead cockles etc., but this was not so," writes the clerk and chief fishery officer, Mr. T. A. Gibson.

The study is being undertaken by the committee, the Welsh National Water Development Authority, plus Liverpool and Swansea universities.

Wyre Victory loss inquiry

THE Department of Trade has ordered a formal public investigation to inquire into the circumstances surrounding the stranding of the trawler *Wyre Victory* on January 14.

There will be a further announcement to give the date, time and place of the hearing.

Wyre Victory stranded on some offshore rocks near the Oigh-geir Light (between Rhum and Barra), on her way to the Lofland grounds from Fleetwood.

The crew of 18 was rescued by sister trawler *Wyre Conqueror*, but *Wyre Victory* sank about four hours after grounding on the rocks.

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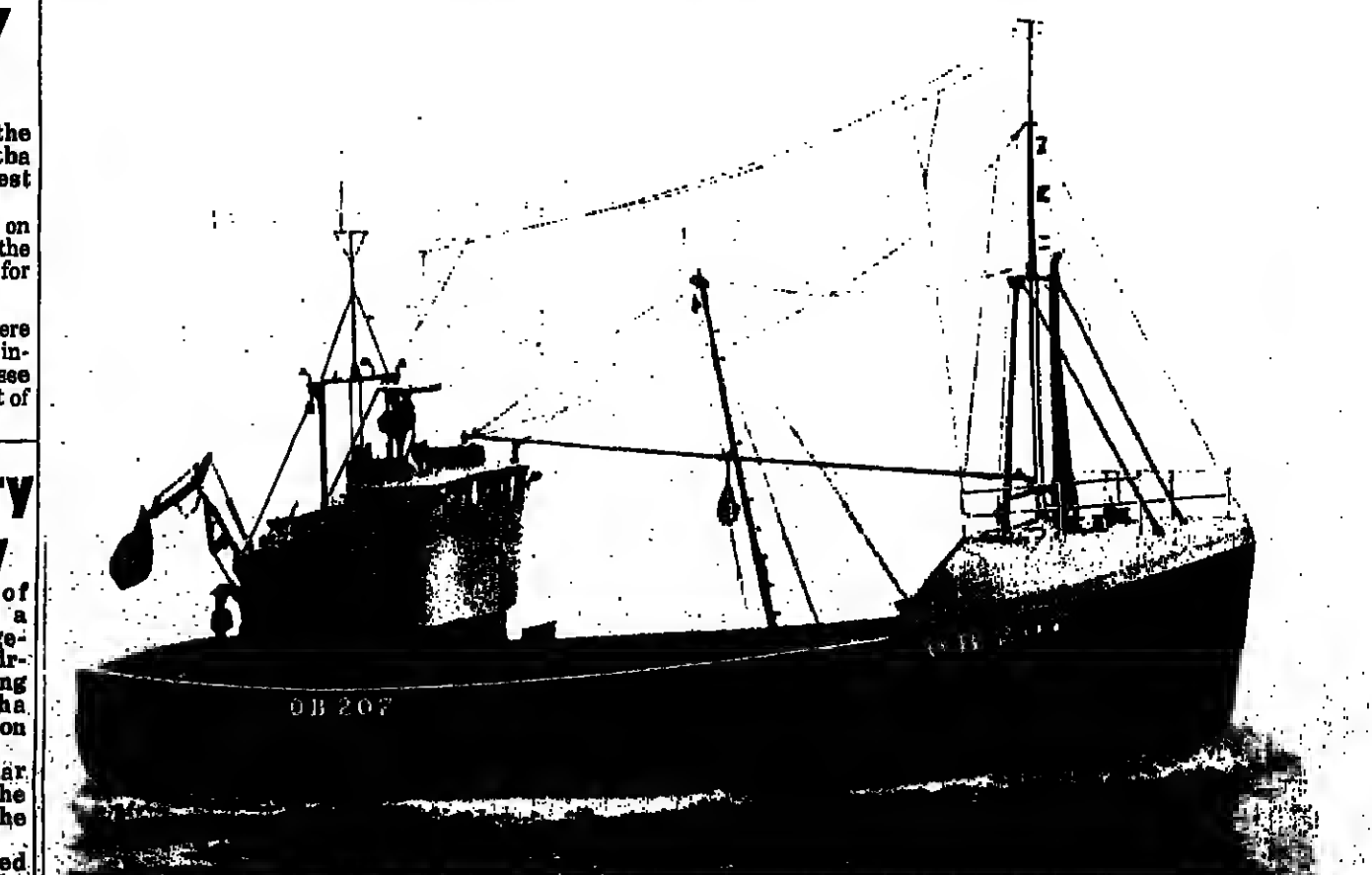
Compact design means that the engines take up less room, leaving more room for the catch.

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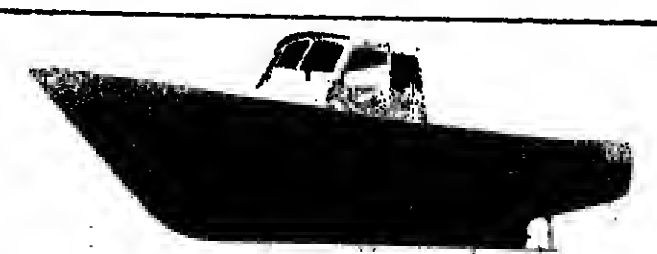
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CARRY ON FIGHTING

SIR, as an association, we have complained continually to the Government departments about the high amount fixed as the "Fishing Certificate Survey" fee.

This is first in relation to the work involved and second to the ability of the owners to find the money.

But what has happened to all the other protesters? We, it seems, are about the only organized protesters left. We are still insisting to the Minister of Agriculture, who seems to have forgotten that he is also in charge in "Fisheries", that at this moment inshore owners, in

the 40 ft. to 60 ft. vessel range, just have not got the cash to get their boats surveyed.

Costing checks show that this year, vessel earnings are down, but the amount left to run the vessel is down even

more. Added to the drop in earnings we have two years of inflation which the Government has put at 20 per cent each year, to be taken into consideration.

No Government department ever made concessions to its own pet plans without masses of protest backed with enough facts and figures to make them realise the financial state of affairs.

The fishermen's case against these new costs is getting stronger each week as overheads rise and catches fall but it will take protests from every owner to get a lowering

LETTERS

more. Added to the drop in earnings we have two years of inflation which the Government has put at 20 per cent each year, to be taken into consideration.

OBITUARY

the half dozen fishermen who founded Scarborough Fishermen's Selling Co. and staffed by Coun. Charles Hall, a local publican, recently appointed Deputy Mayor elect.

Brothers take over 54ft Scots seiner

THE ARBROATH yard of Gerrard Brothers has just completed the 54ft. transom sterned seiner trawler *Nimrod III* for two brothers, Alec and Charles Imrae, of Pittenweem.

Designed by naval architects, G. L. Watson and Co., she has a beam of 17.9 ft. and tonnage of 24.50 tons. Although she is of traditional Scottish design and layout, she has one or two features of particular interest.

Her combination seine and

trawl winch is a new model from the Northern Tool and Gear Co. of Arbroath and is driven by a high speed, low torque, Dowmatic motor, which will increase its general performance, and there is worm and worm wheel drive from the motor to the seine shaft which allows for easier maintenance.

Another unusual feature of the boat is that much of her superstructure, including her deckhouse, whaleback and hatches, were made of aluminium by a Fife firm, Alsn Miller of Crail.

Nimrod III is powered by a Volvo Penta TMD120A engine, which gives 270 hp at 1800 rpm and drives through a 4.78:1 reverse and reduction gearbox to an F.A.L. propeller housed in a fixed Kort nozzle.

Equipment driven from the engine includes a 64 kW 110V Trans-motor generator, a GGG Series M bilge and general service pump, plus two AC7 alternators.

A small Petter auxiliary engine, supplied by Wilmer Engineering of Aberdeen, drives an AC90 alternator

and a Jalsco bilge and deckwash pump. The engine room is ventilated by two 8in. fans.

Some 1,200 gallons of fuel oil and 150 of fresh water are carried. Hydraulic oil is supplied to the winch from a Dowty variable delivery pump driven off the fore end of the main engine through a step up gearbox.

A Lössie Hydraulics power block is installed aft of the deckhouse and is powered by a small pump driven off the step-up gearbox at the fore end of the main engine.

Storage bins are provided for the seine ropes, and the rope leads on the side of the deckhouse were made by the Arbroath firm of Alexander Birse and Sone.

Kelvin Hughes has supplied much of the wheelhouse equipment including MS44 echo sounder with BL1 scale expansion unit, Type 17 radar, Foreland VHF radio telephone, Minch watchkeeping receiver and Neco Marine autopilot.

Two Decca Mk.21 navigators are fitted, to allow the old readings to be transferred to the new Decca chain.

Other equipment includes 'Sailor' T122 R105 radio telephone, a Decca track plotter, Humber St. Andrews warp tension meters and Tenford H76 steering gear.

Wheelhouse and galley have beclaw windows and the galley is fitted with a split level gas cooker and Vaillant water heater.

The fishroom is arranged for boxing and bulking and has aluminium posts and wooden boards.



Nimrod III seen nearing completion in the harbour at Arbroath. She was built by Gerrard for Alec and Charles Imrae of Pittenweem.

Armana —first of two for Fleetwood

J. MARR and Son's latest trawler building programme of 11 vessels is now coming to a close with the delivery of *Armana*, which is soon to be followed by her sister, *Nauena*.

Skipper John Burns will operate *Armana* from Fleetwood. He commanded the port's one-time only freezer stern trawler, *Cricilla*.

Armana was designed by Cochrane of Selby and built at the Hull yard of the Drypool Group, which recently got into financial difficulties. The sister-ship is completing after being launched from the Beverley shipyard. Both ships are similar to *Norina* and *Idena*, which already work from Fleetwood.

The class has an overall length of 132 ft., moulded breadth, 28 ft. and moulded depth, just under 16 ft. Gross tonnage is 392.83 and net tonnage, 156.30.

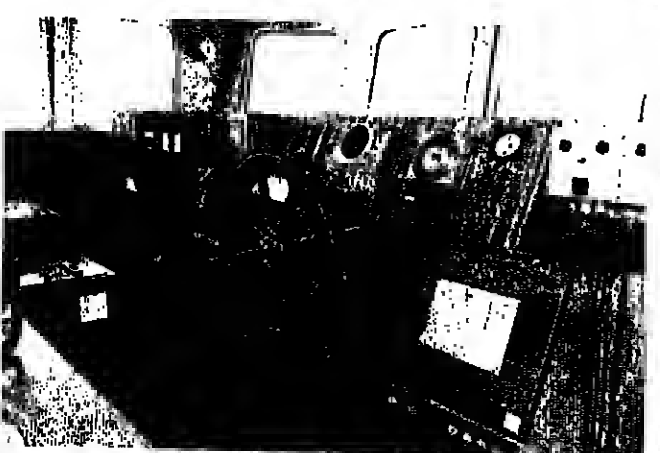
She is classified Lloyd's 100 A.I. stern trawler L.M.C. also Department of Trade

Class X, and is equipped to go both demersal and pelagic trawling.

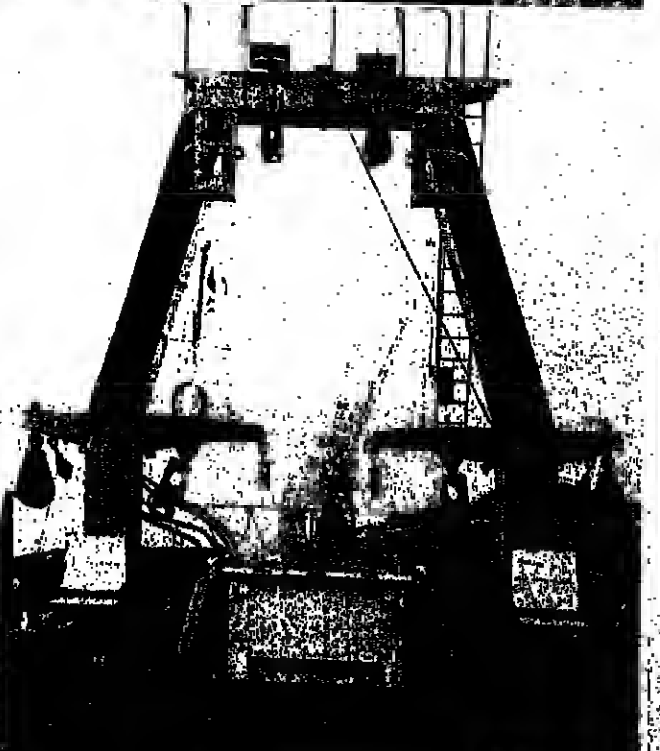
The vessel has a long forecastle extending aft to just forward of midships, providing accommodation for the officers, crew, galley/mess, etc.

Above the forecastle deck is a half height store containing the mechanical ventilation system over which the wheelhouse is placed to give a good view over the stern. The wheelhouse is comprehensively equipped and well laid out for fishing, giving an excellent view of the after working deck and good all round visibility over the top of the sunken radio room.

The deck machinery is hydraulically-operated and was supplied by Hydraulik Brattvaag. It comprises windlass type B3-1K on the forward forecastle deck, net drum on the after forecastle deck, main trawl winch type DIAIOU with Lebus split sleeves port and starboard (P & S) on the forward main deck, Wilson winch type A10M P & S mid. main deck



Marr's new 132-footer *Armana* (below) is fitted with two Hydraulik Brattvaag trawl winches (seen right) and a net drum on the after forecastle deck. Her wheelhouse (left) houses an Atlas 800 S fish finder. The trawl deck and stern gentry is pictured below, left.



May 28, 1976

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FISHING NEWS

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AYR SHOW REPORT-3

IRISH FIRM'S SEINE-TRAWL MINI WINCH

£2,000
poacher
spotter

A FISHERY protection skipper's dream is the Noack Xenon Searchlight 37X which Howard Owen Marine can import from Norway.

The searchlight, which costs around £2,000, has a range of up to 6km. which could easily put a poacher right in a protection ship's spotlight.

Norwegian trawlers are using the Xenon searchlight for picking out ice lines at long range—something it may not be easy to do all the time with radar. This is this sort of job which makes its high original cost well worth paying.

The Xenon lamp gives a beam colour similar to sunlight which is said to be specially suitable for tracking ice. Lamp life is 2,000 hours and the light comes from a high voltage arc in a gas.

Noack claims that the searchlight's reflector gives a very concentrated and precise beam. The lights are also being tried out for long-range signalling.

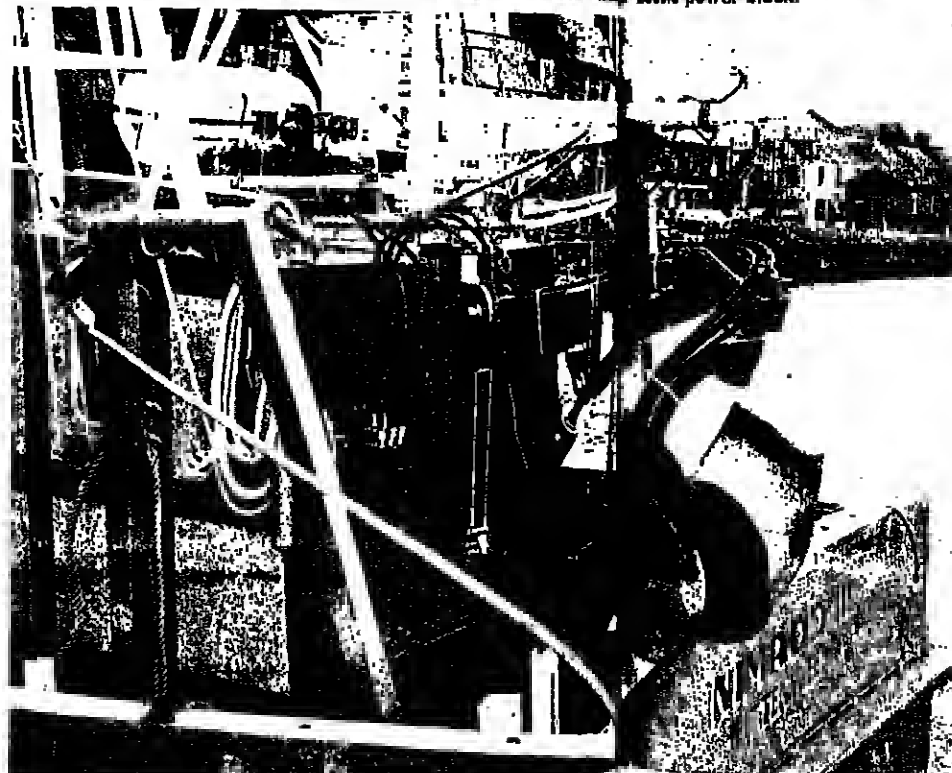
British deep-sea trawlers owners are thinking about installing the Xenon searchlights, said Roger Fowler of Howard Owen, mostly when the time comes for ordering new vessels. At Ayr, the firm showed a halogen version which has less range but costs only around £500.

CORRECTION

GOOD news! The Mk V PMP Duerg hydraulic winch costs only £1,500. Due to a printing error in our report on the Ayr show, last week, a figure of £15,000 was quoted.

Left: Northern Tool displayed the largest winch at the show. It has a high-speed, low torque hydraulic motor.

Above: *Nimrod III*'s new Northern Tool seine-trawl winch and Lössie power block.



EXHIBITING for the first time outside Ireland was the firm Power Engineering (IRE) Ltd. of Co. Wicklow. The firm offers a range of winches and haulers for the smaller boat.

An interesting exhibit was the Powerhaul seine and trawl winch designed in co-operation with a skipper in Co. Cork. It has been fitted to a 26ft. vessel for use in anchor seining and pair trawling.

The unit can also be used for single boat trawling, pot hauling, anchor duties, etc.

A standard capstan head is mounted on two 14 in. diameter hollow centre shafts. Each shaft will accommodate a maximum rope diameter of 5/8 in.

Capstan head and sheaves are supported by heavy-duty,

sealed for life, bearings and maximum loading can be applied to the capstan. The sheaves are mounted on a steel bed plate and two bronze stripping knives are fitted.

A double-groove steel rope guide roller is also fitted.

Complete control of the speed of haul is available at the turn of a knob through a speed control valve supplied as standard. Coast is the firm's agent in Northern Ireland, while UK distributor is C. Manning of Holyhead, Anglesey.

New Autoline

NORTH Sea Winches Ltd., based at Scarborough, Yorkshire, offers a range of high quality gear handling equipment for vessels up to 50 ft. long and 300 hp.

On show for the first time was the 'Autoline', a hydraulically-driven line and pot hauler suitable for boats up to about 40 ft. long.

The design of the hauler's

grooved head, allows a line or pot rope to be hauled in and fed down onto the deck automatically.

Of generous proportions, with a hard wearing surface, the hauler will rotate in both directions and is available with a deck mounting pedestal. The model 300

Autoline has a maximum pull of 0.8 tonnes, while the larger model 800 will pull 1.2 tonnes. Hydraulic pump units for belt or direct drive from the engine are available.

Already four of these haulers are in use, including one on the 36 ft. GRP boat *Drumbeat* of Lybster. A Halmatic Mk. II hull fitted

Pulling power from Arbroath

THE largest winch at the exhibition was the heavy-duty hydraulic trawl unit on the Northern Tool and Gear of Arbroath stand.

Designed for vessels up to 80 ft. long, two models are giving successful service on the Forosburgh vessels *Doyeyring* and *Kimara*.

The winch is of modular construction to combine rigidity with quick and easy maintenance, and has a capacity of up to 1,000 fathoms of 2 in. wire with a mid-drum pull of eight tons.

Worm and worm wheel drive allows the use of a high-speed, low torque, hydraulic motor to give a stronger pull; this is of a simpler design than the morsk's usual low speed, high torque, motor.

Also on the stand was the new Mk.II seine net winch now also fitted with worm and worm wheel drive. It is of stouter construction than earlier winches and has a four-ton pull.

Other improvements included in the Mk. II winch are simpler and more direct drive from the winch to the rope roller. The Mk. II is also designed to replace an existing Northern Tool and Gear winch without alteration to the existing hydraulic drive.

Both the trawl winch and the Mk. II seine winch have been designed to use a variety of hydraulic drives, so that the buyer is not limited to one make of motor and pump.

The trawl winch on the stand was fitted with a Dowmatic motor, while the seine winch had a Lössie motor. In both cases, the motors are

mounted on the outside of the winch for easy maintenance.

Skipper Davie Smith has been using a Mk. II seine winch with a Dowmatic motor on his wooden boat *Argonaut III*, and he has been so pleased with it that he will have the same installation on his new boat nearing completion at the Campbeltown Shipyard.



Left: Northern Tool displayed the largest winch at the show. It has a high-speed, low torque hydraulic motor.


ABERDEEN INTERNATIONAL FISHERIES EXHIBITION 15-21 September 1976

A warm welcome awaits home and overseas exhibitors and visitors to this great fishing show to be held at the traditional hub of the Scottish fishing industry. Such has been the demand for space that the Exhibition has already burst its original seams and a further 10,000 sq. ft. of covered accommodation have been added. All the main marine engine manufacturers will be represented and there will be plenty to see in the

electronics field. Boat builders and designers will via attention and a representative selection of deck and fishing gear will be on view. Visitors specially interested in the processing and handling side will find a goodly showing of machinery and methods to claim their attention. And to round off the show there will be the services in the shape of banks and marine insurance companies.

N.B. — Intending exhibitors who have not yet booked their stand space are advised to make their reservations without delay. Hall A is fully booked.

Further information from the organisers:
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